Classic Bikes
Custom Bikes
Individual
Racing Bikes AJP
AJS Aprilia Ariel
Avinton / Wakan
Bajaj Benelli
Beta Bimota
BMW Brough
Superior BRP
Cam-Am BSA
Buell / EBR
Bultaco Cagiva
Campagna CCM
CF Moto Combat
Motors Derbi
Deus Ducati
Excelsior
GASGAS Ghezzi
Brian Gilera
GIMA Harley
Davidson Hero
Highland Honda
Horex Husaberg
Husqvarna
Hyosung Indian
Jawa Kawasaki
KTM KYMCO
Laverda
Lazareth Magni
Maico Mash
Matchless
Mondial Moto
Guzzi Moto
Morini MV
Agusta MZ / MuZ
NCR Norton NSU
Paton Peugeot
Piaggio Revival
Cycles Roland
Sands Royal
Enfield Sachs
Sherco Sunbeam
Suzuki SWM
SYM Triumph
TVS Ural
Velocette Vespa
Victory Vincent
VOR Voxan
Vyrus Walt Siegl
Walz
Wrenchmonkees
Wunderlich XTR
/ Radical
Yamaha Zero
Video Technical
Complete
Manufacturer
List

Lifan S-Ray

Make Model	
Year	2017 -
Engine	Four stroke, single cylinder, SOHC, 2 valve
Capacity	149 cc / 9.0 cu-in
Bore x Stroke	57.4 x 57.84 mm
Cooling System	Air cooled
Compression Ratio	9.2:1
Induction	Carburettor
Ignition	CDI
Starting	Electric
Max Power	8.5 hp / 6.3 kW @ 7000 rpm
Max Torque	11.5 Nm / 8.5 lb-ft @ 7500 rpm
Clutch	Wet multi-plate
Transmission	CVT Fully Automatic
Final Drive	Chain
Frame	Split cradle frame of round tubes in 7020 light alloy
Front Suspension	Telescopic fork
Rear Suspension	Swinging arm
Front Brakes	Single disc
Rear Brakes	Drum
Front Tyre	120/70-12
Wheels	Al-alloy
Rear Tyre	120/70-12
Wheelbase	1270 mm / 50.0 in
Seat Height	762 mm / 30.0 in
Dry-Weight	109.7 kg/ 242 lbs
Fuel Capacity	5.2 Litres / 1.4 US gal

Top Speed Overview

Lifan expands its small-displacement vehicle footprint with the S-Ray scooter that rocks sporty looks sure to appeal to a appropriate for entry-level riders and sufficient for urban travel. This is definitely one of the lesser-known brands in th up against a mainstream marque.

Lifan set out to make a sporty scoot with a youthful appeal, and it's safe to say *mission accomplie* at this point. The S-Ray headlight/turn-signal housings below a subtle panel detail and badge that is set within a black area that matches the hu opens up into a sportbike-like cowl scoop that forms the legguards and provides a place for some edgy graphics to go wi

A fairing encloses the handlebar and contains the single analog gauge and cluster of indicator lights on the backside wit port to charge same. A flush-deck step-through provides effortless mounting/dismounting with plenty of room for some compact construction leaves little room for cargo, and the dry storage under the saddle will accommodate only a single somewhat by the mini luggage rack and the passenger's grab rails and butt pad that provide a place to hang a bungee n footpegs provide the additional necessary points of contact.

Upswept lines along the bottom of the subframe add even more sporty appeal to the S-Ray as they converge at the point contains the fling from the rear wheel and mounts the tag and winkers to finish out the gear in the rear. Overall, it has

The S-Ray rides on a proper underframe rather than relying on the stressed-skin method of support, and of course, that' motorcycle-style hydraulic forks provides the suspension while a set of coil-over shocks dampen the motion of the swin, even the preload tweak out back so it's about as simple as it gets.

A wave-cut disc and hydraulic caliper slows the front wheel, which is modern enough as far as it goes, but the rear whe not an unusual setup for the small-displacement scoots, so it shouldn't be all *that* disappointing or surprising, especially

The tires and cast-aluminum wheels are symmetrical all the way round with a 120/70-12 front and rear. Although it's a r is sufficient to keep you out of the land of the Lilliputians at 30 inches off the ground.

Power comes from the traditional swingmount unit that sees engine and transmission bolted up as a stressed unit that r swingarm to take care of business. The air-cooled thumper runs a 57.4 mm barrel with a 57.84 mm stroke for a nearly s with mid-grade *pusholine* and get plenty of mileage out of it as well with a claimed 100-plus mpg rating.

A SOHC times the light, simple valvetrain that relies on just two valves to control the combustion chamber. The factory electric start feature, it also sports a kicker than makes a nice backup and gives you an opportunity to look cool kicking

What does that give us? Well, the mill grinds out 8.5 horsepower at 7,000 rpm with 8.5 pound-feet at 6,500, and after tha around 55 mph out of it. That's enough for urban areas, generally speaking, but you'd better stay off the superslab.

Any corrections or more information on these motorcycles will be kindly appreciated.